

Transportation Planning & Investment in Urban North Carolina



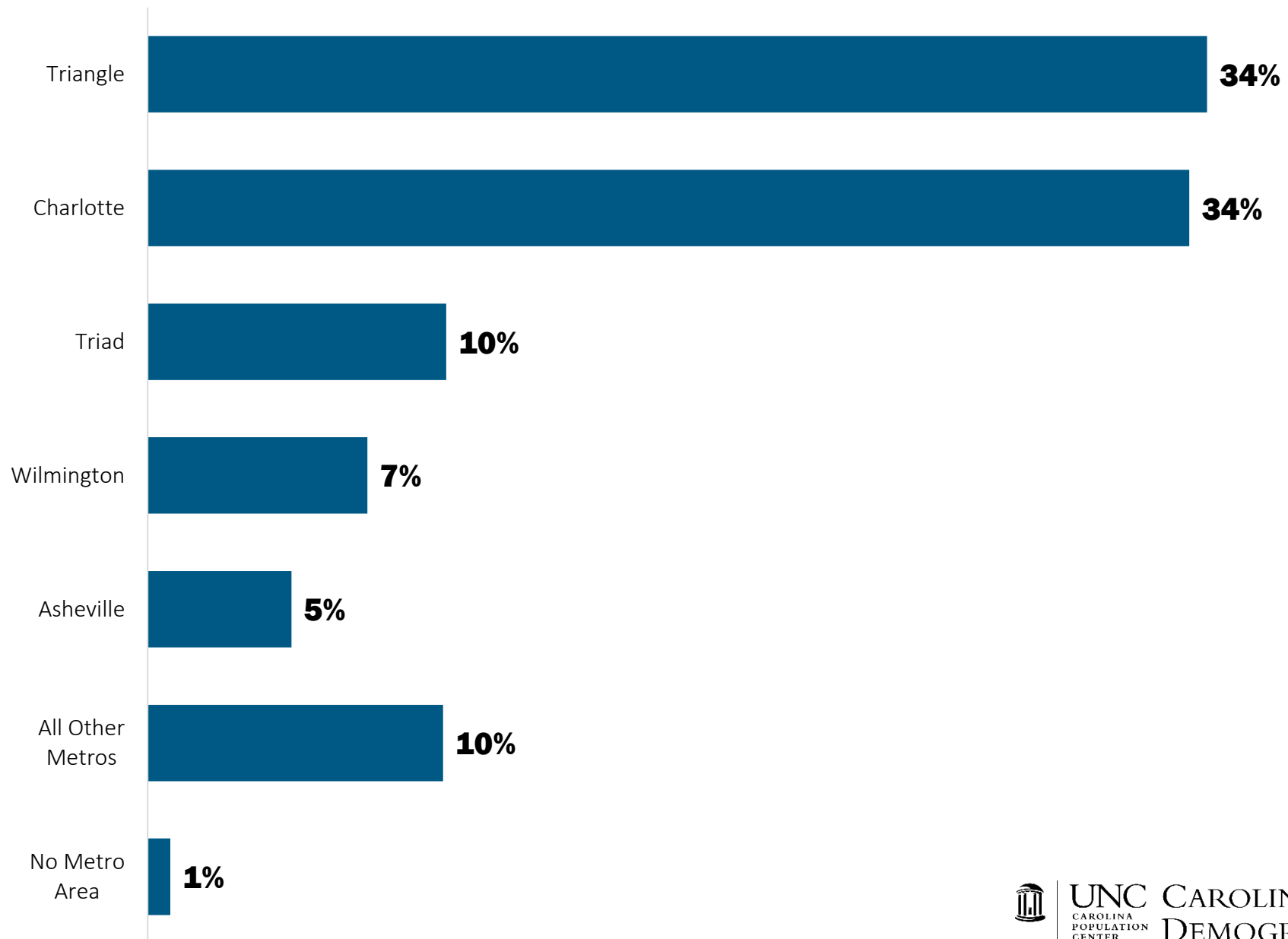


Using the Voice of Mayors to Advance North Carolina



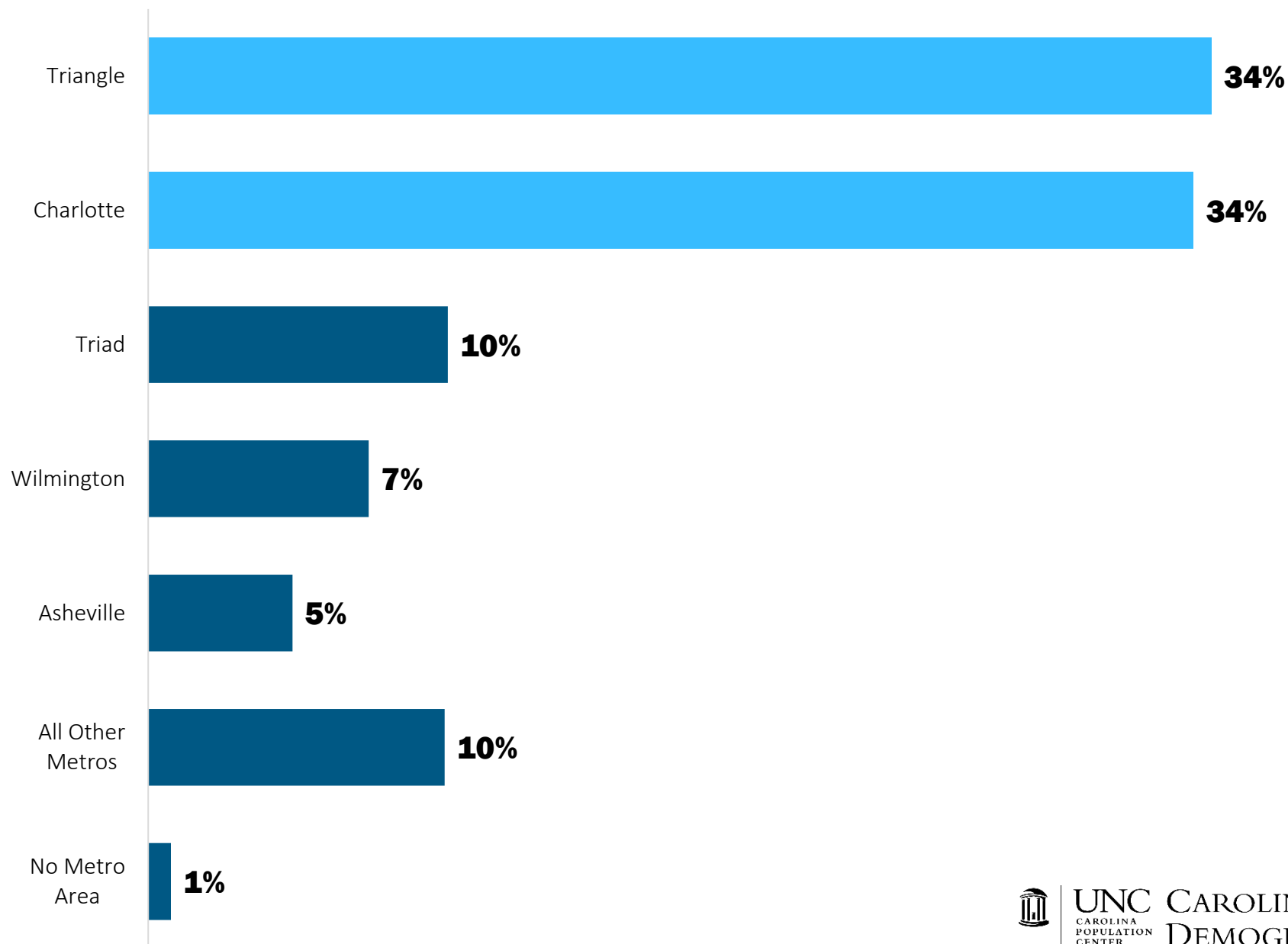
Almost all future NC growth projected to occur in urban areas

Projected share of 2010-2035 state population growth for select North Carolina metropolitan areas



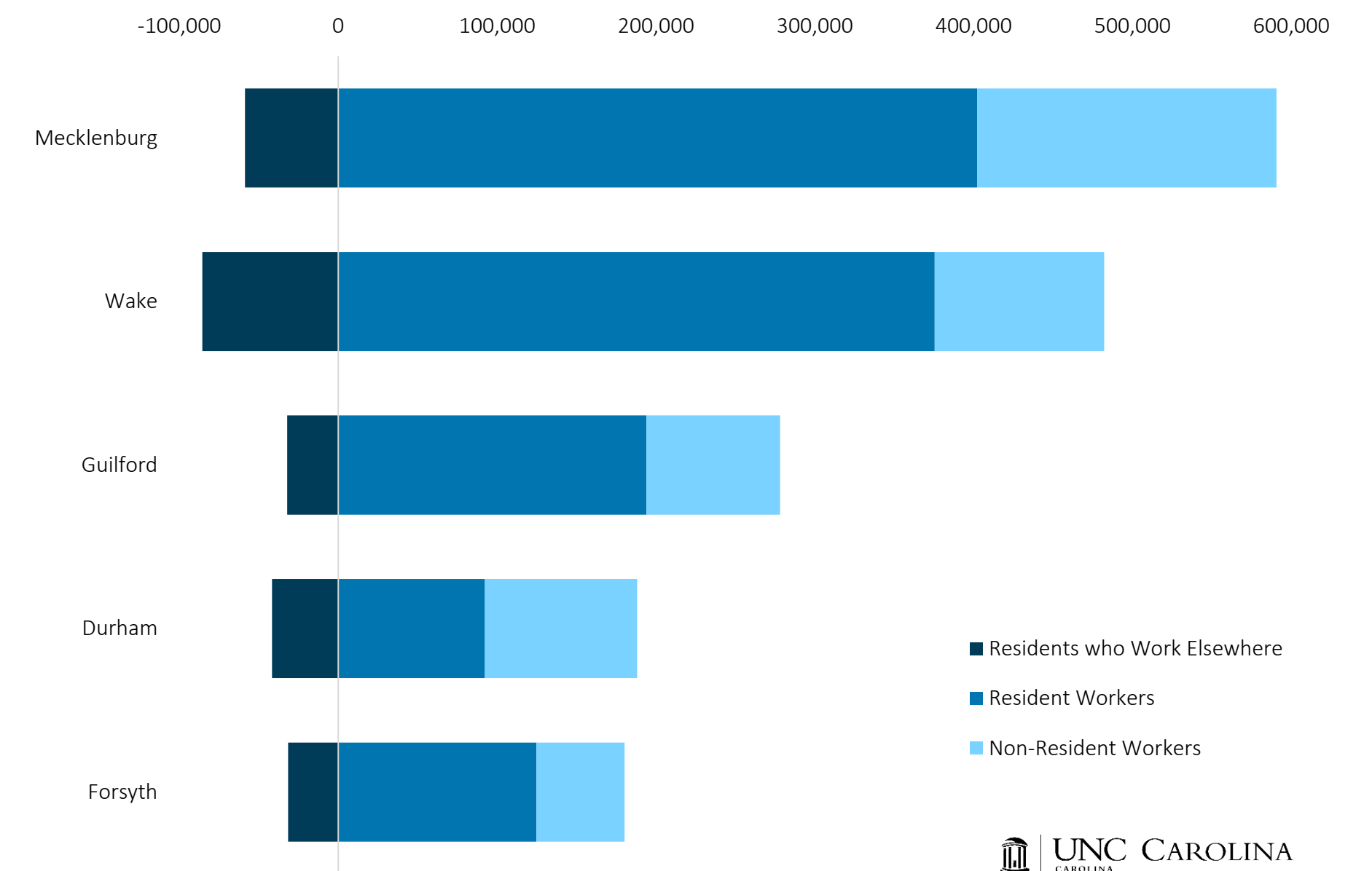
Two-thirds of NC growth projected to occur in Triangle or Charlotte

Projected share of 2010-2035 state population growth for select North Carolina metropolitan areas

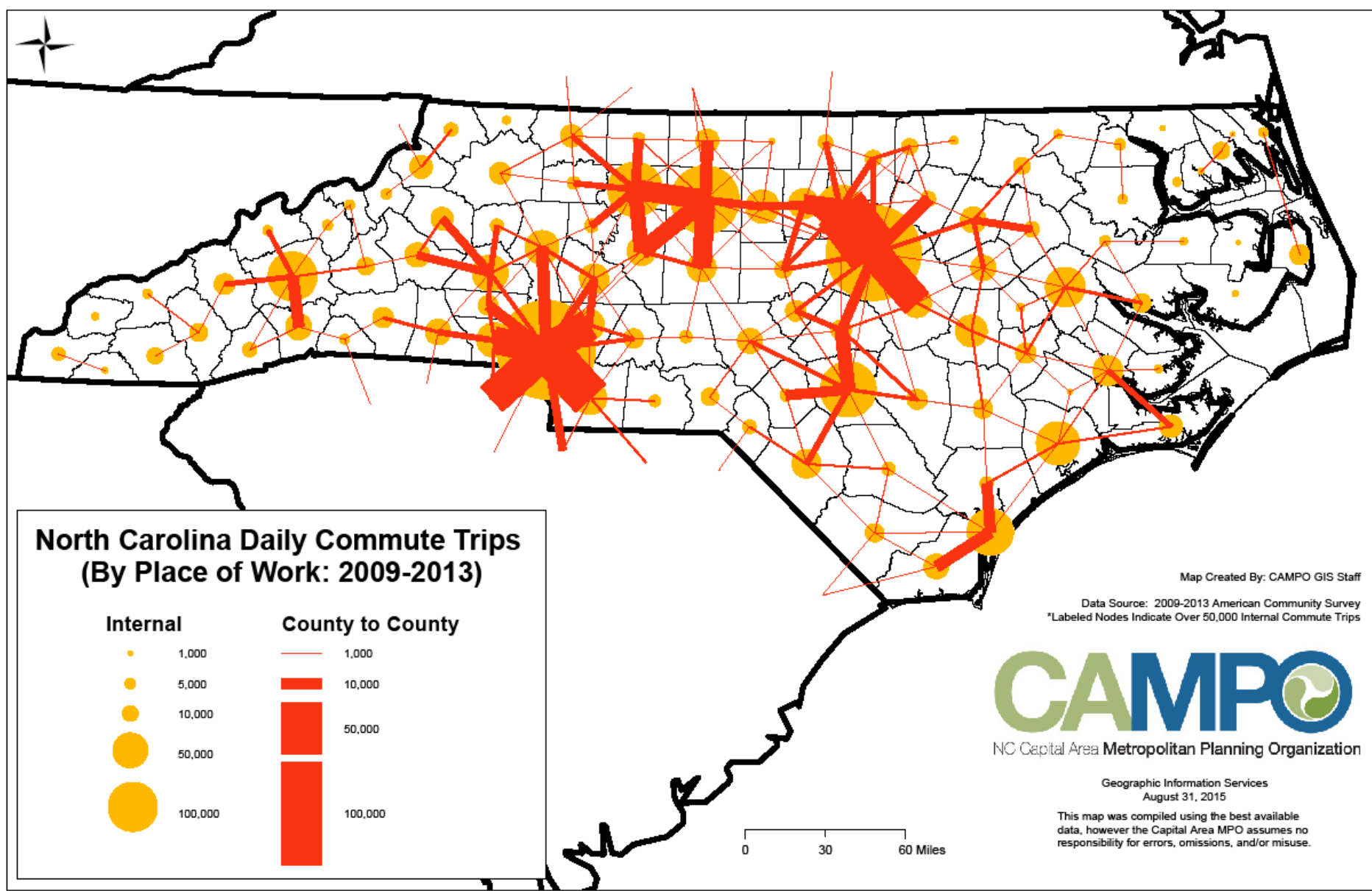


More than 40% of NC workers work in these 5 counties

Net commuting patterns, 2009-2013



Data Source: 2009-2013 5-Year American Community Survey



Map Created By: CAMPO GIS Staff

Data Source: 2009-2013 American Community Survey
*Labeled Nodes Indicate Over 50,000 Internal Commute Trips

CAMPO
NC Capital Area Metropolitan Planning Organization

Geographic Information Services
August 31, 2015

This map was compiled using the best available data, however the Capital Area MPO assumes no responsibility for errors, omissions, and/or misuse.

What are companies looking for?

- “They told us that redeveloping a brownfield, something with an urban context, was important to them. They wanted a place with a high walkability score.” – Clark Duncan, Director of Business Development for the Economic Development Coalition for Asheville-Buncombe County
- “And the kind of property available was also important. We wanted something we could redevelop. We also wanted a place that was close enough to town where our employees could bike to work.” - Jenn Vervier, New Belgium’s Director of Strategy & Sustainability
- “We knew there was a fit when it came to quality of life, culture, and strategy. That got us 90% of the way there.” - Jenn Vervier, New Belgium’s Director of Strategy & Sustainability

The Forbes logo, featuring the word "Forbes" in a bold, blue, serif font, set against a white rectangular background.

Walkability is Where It's At

Apartments are advertising their walk score to attract millennials

401 OBERLIN

(844) 305-8564

f t g+

Walk Score
95%

Walker's Paradise

Walking distance to everywhere **YOU** want to be!

Call for Specials!

LIVE HELP
I'm Online
Start Chat >>

Home Amenities Floor Plans Photos Map eBrochure Contact Us

RESIDENT LOGIN

Cameron Village Apartments for Rent in Raleigh, NC
Welcome to life made easy.

Morning Agenda: Grab a workout followed by your daily dose of coffee at the **local coffee shop** or a must-have breakfast at your favorite neighborhood spot.

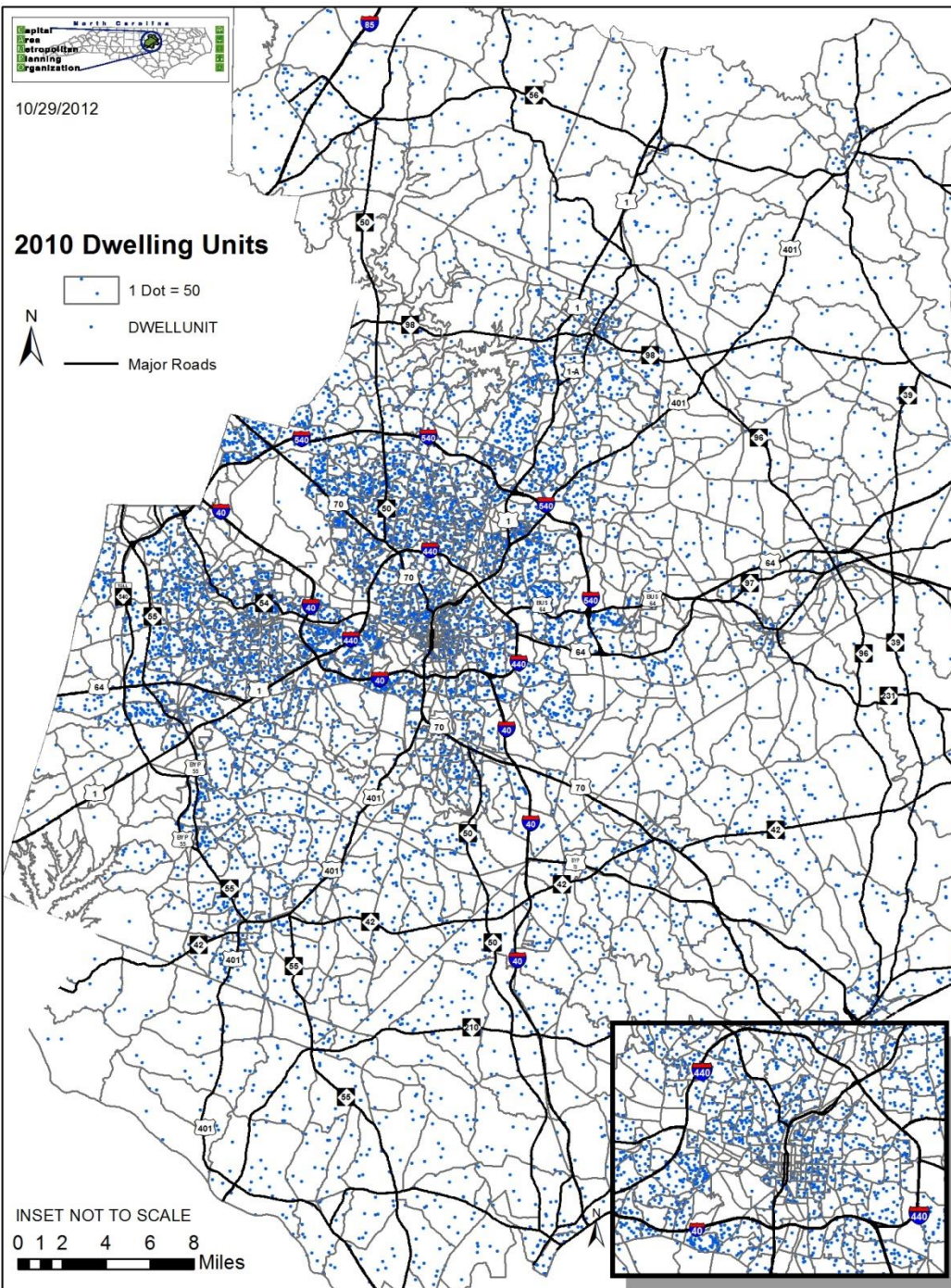


10/29/2012

2010 Dwelling Units



INSET NOT TO SCALE
0 1 2 4 6 8
Miles



The Capital Region is projected to grow by some 1,000,000 people over the next 30 years — from just over 1 million up to 2 million people.

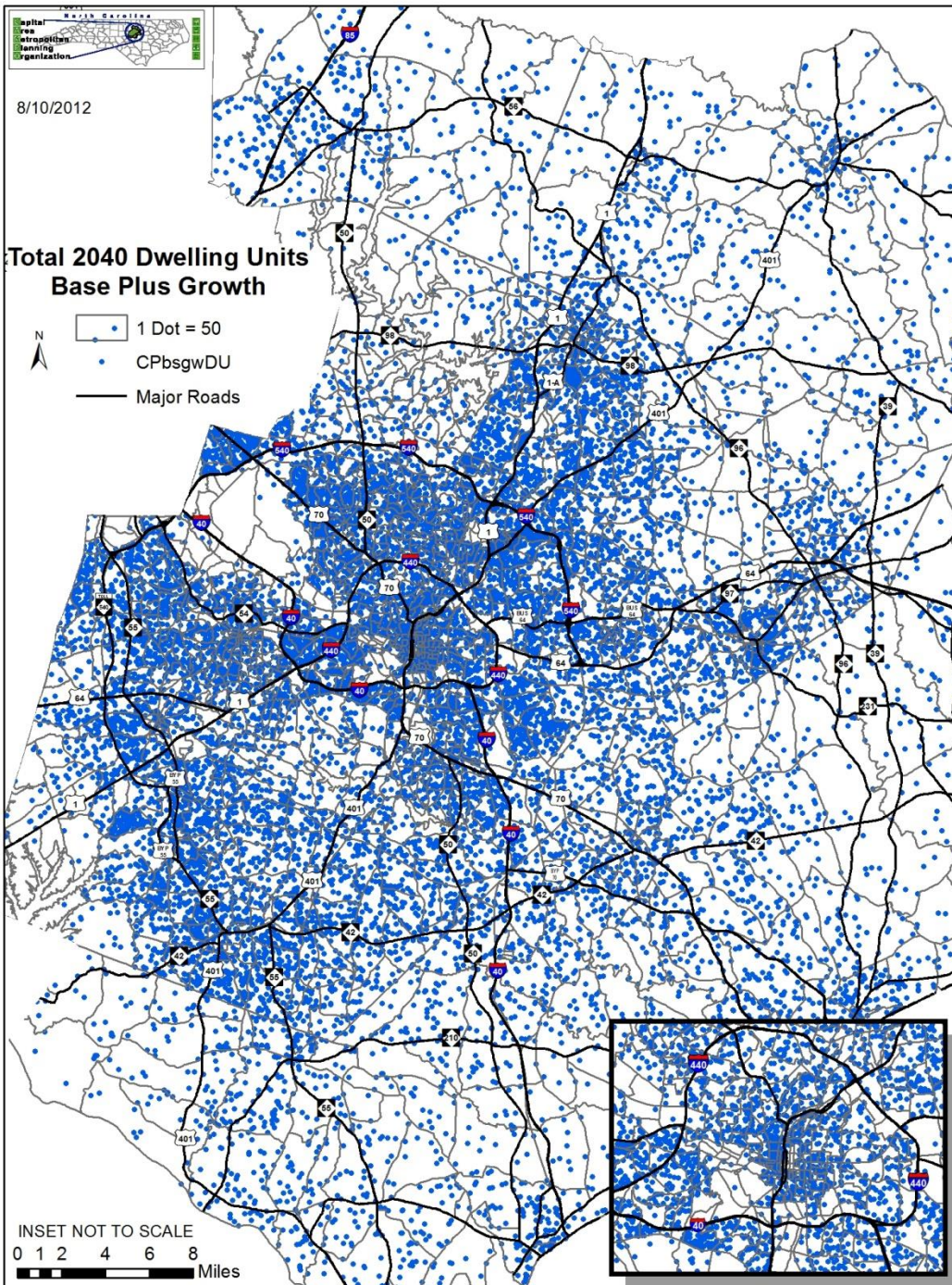
Population by TRM County

County	2010	2040
Wake	900,993	1,667,841
Franklin (part)	51,723	91,793
Johnston (part)	141,112	282,892
Granville (part)	35,781	61,788
Nash (part)	4,116	6,643
Harnett (part)	36,676	78,607
CAMPO Total	1,170,401	2,189,564

* The Region is more than just Raleigh and Cary and it is growing by over 60 people a day (average)



NC Capital Area Metropolitan Planning Organization



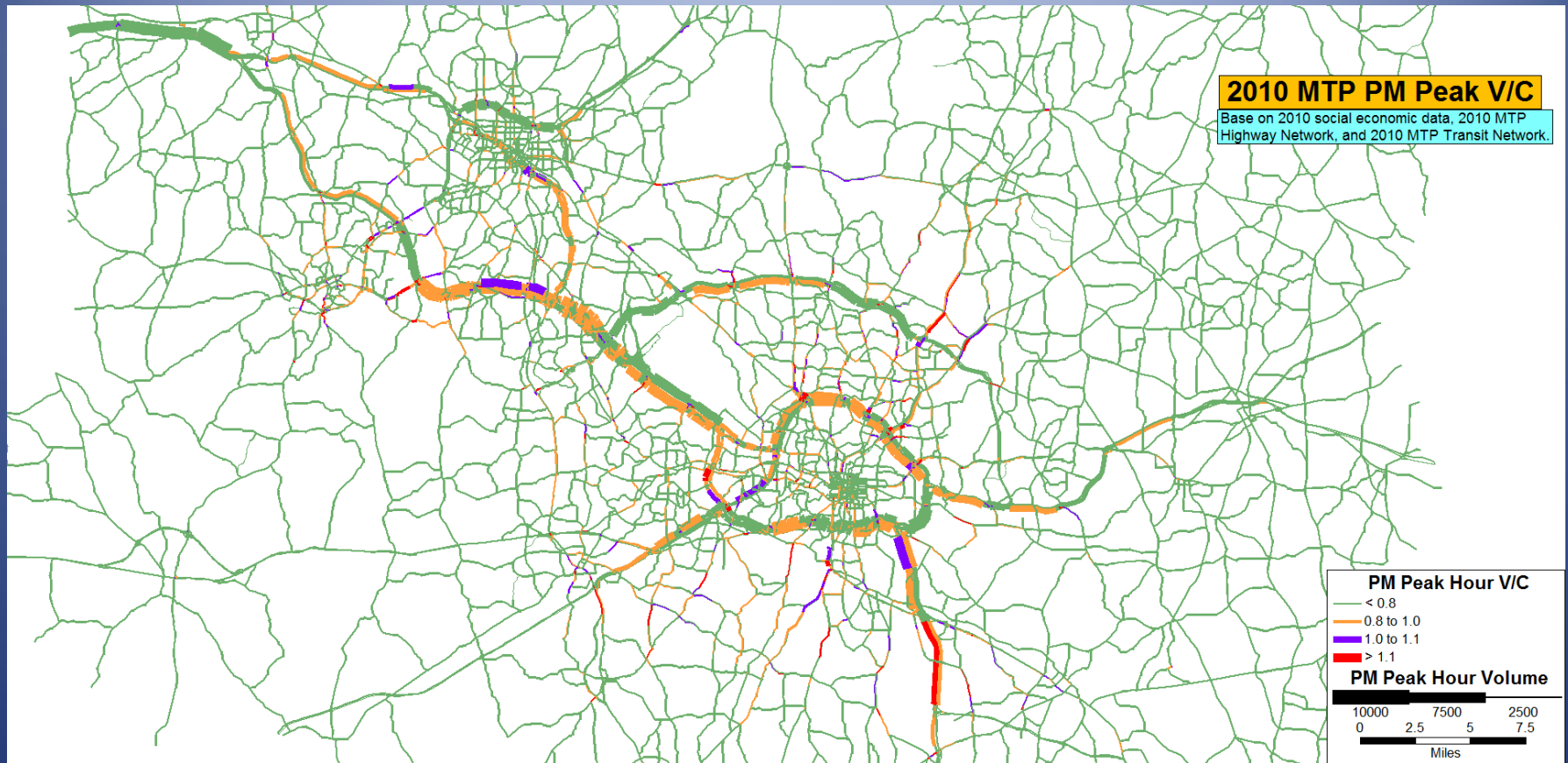
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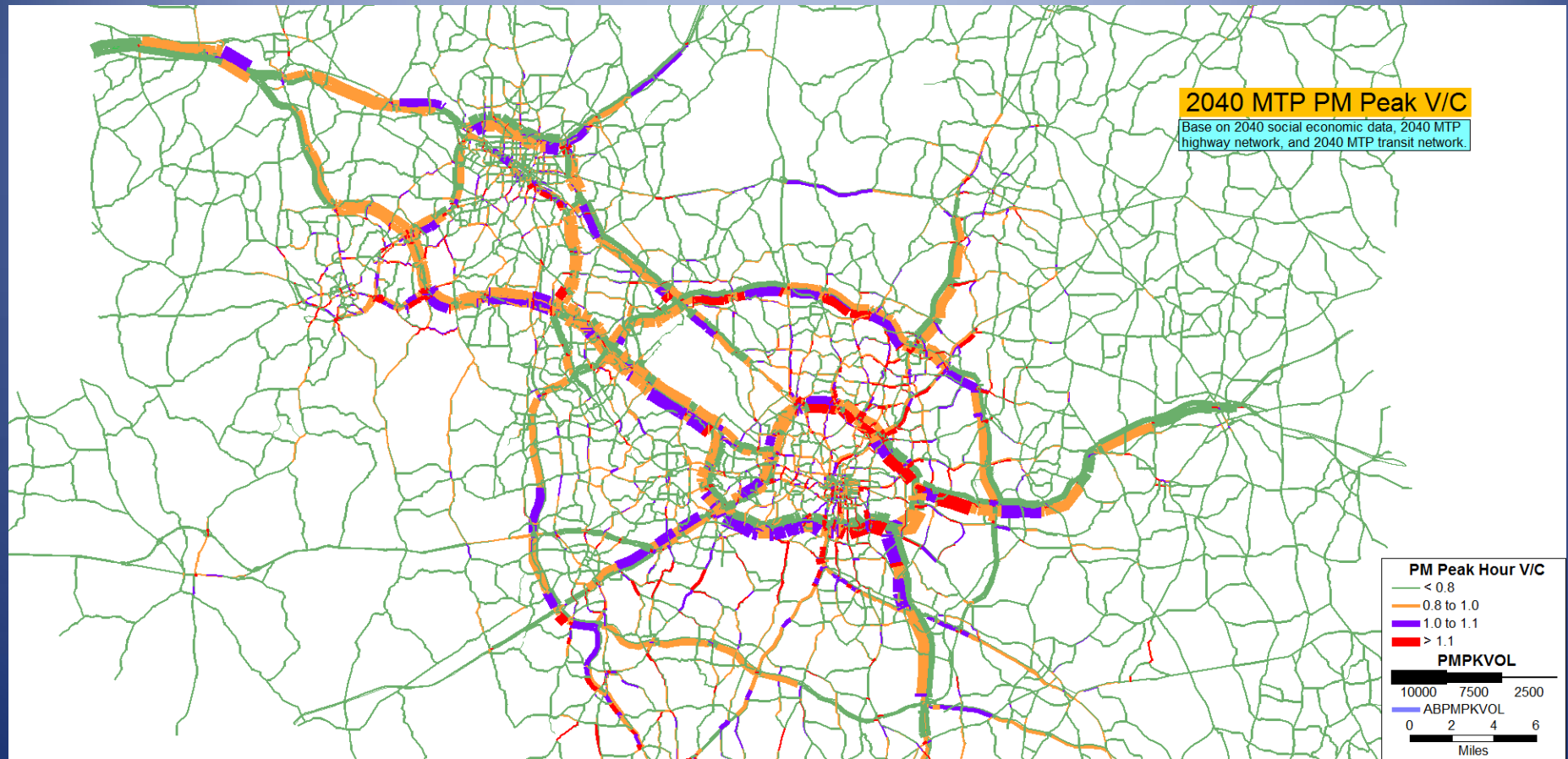
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Growth means more people making more trips



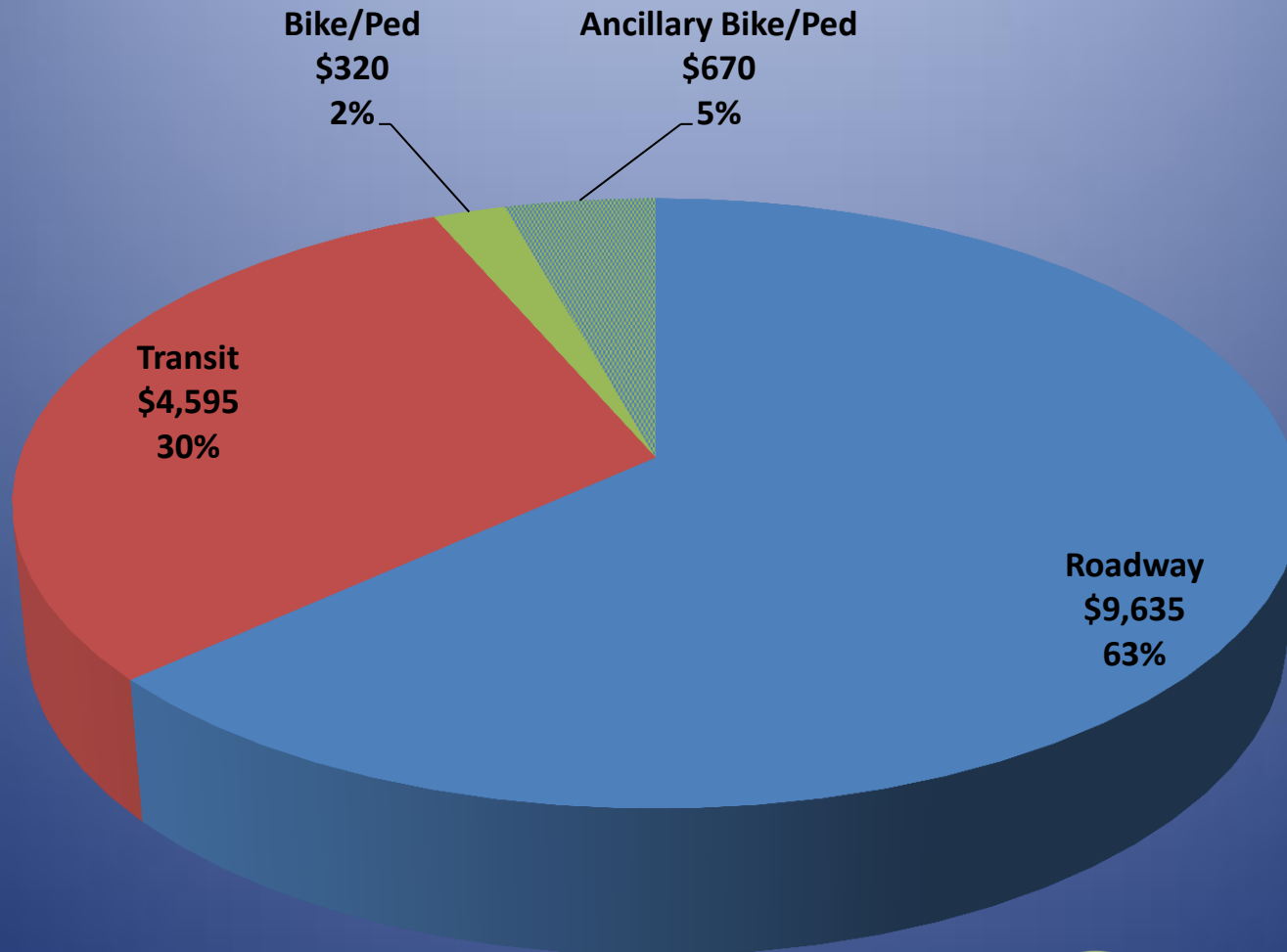
Congestion increase comes despite implementation of projects with a reasonable expectation of funding.

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Financial Plan– Capital Area MPO 2011-2040 (in millions \$)

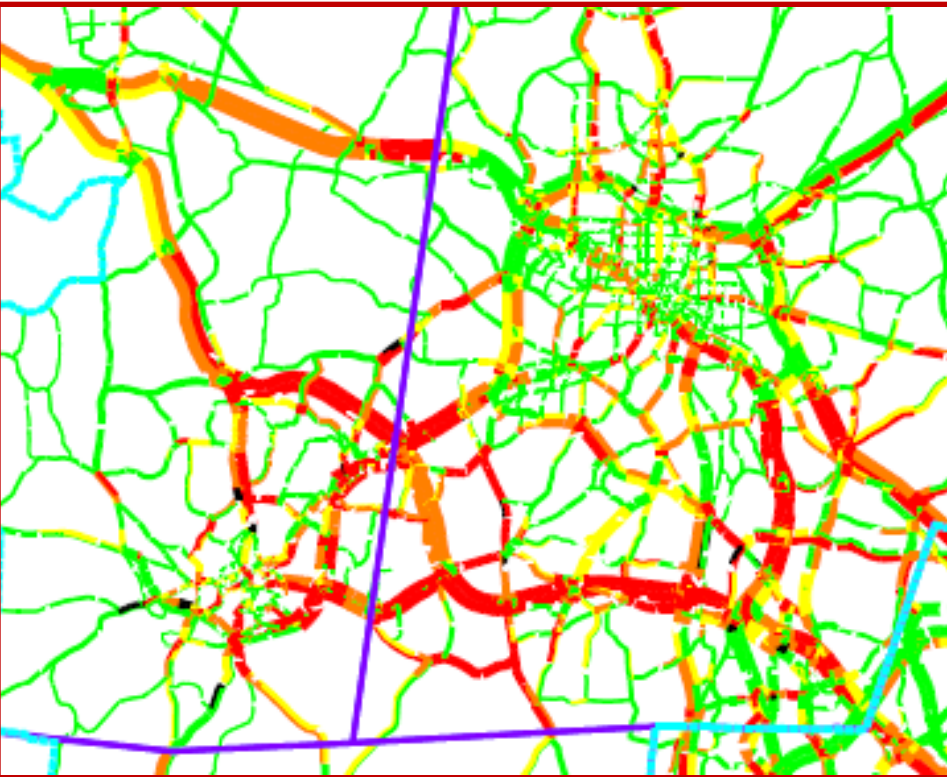


■ Roadway ■ Transit ■ Bike/Ped ■ Ancillary Bike/Ped

STI SPOT Prioritization 3.0 Outcome

Funding Tier	P3.0 Outcome	Percent Funded
Statewide Projects Submitted	\$4,528,364,501	29.2
Statewide Projects Funded in 2016-2025 STIP/TIP	\$1,320,602,000	
Regional Projects Submitted	\$1,672,104,490	14.0
Regional Projects Funded in 2016-2025 STIP/TIP	\$233,783,000	
Division Projects Submitted	\$1,148,598,613	8.9
Division Projects Funded in 2016-2025 STIP/TIP	\$101,866,000	

Congestion Maps

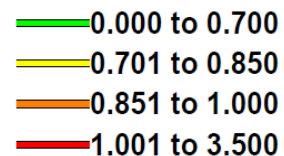


2040 No Build (no additional transportation capital investments)



2040 MTP

PM Peak Hour V/C



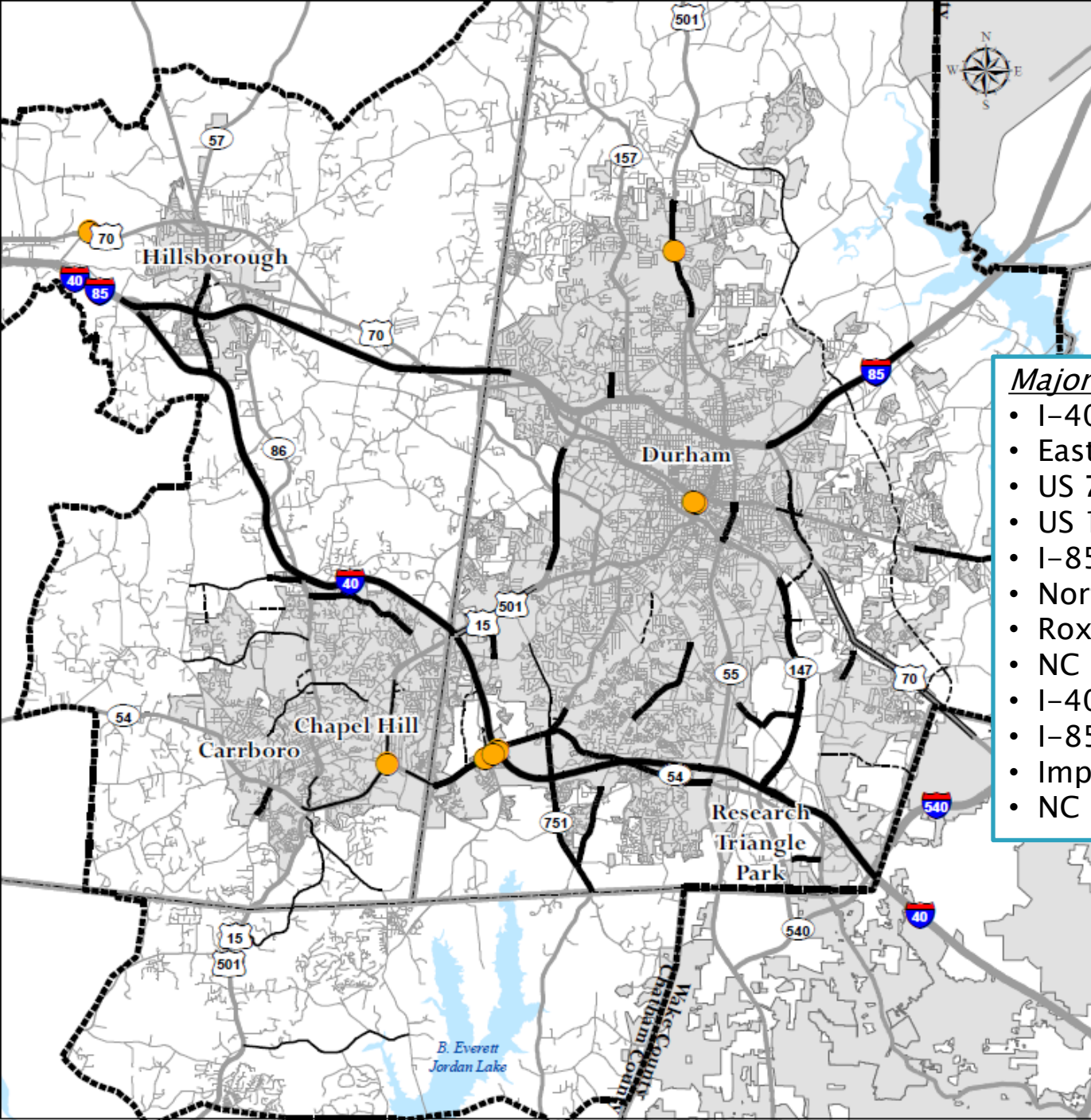
In 2040, MTP scenario clears up congestion on many major roads, but congestion persists on I-40, NC 147, NC 54 and US 15-501.

Highway Projects

2040 MTP

Major Projects:

- I-40 Managed Lanes (toll)
- East End Connector
- US 70 upgrade to freeway
- US 15-501 upgrade to freeway
- I-85 widening
- Northern Durham Parkway
- Roxboro Rd. widening
- NC 54 Widening
- I-40 widening
- I-85 widening
- Improvements to Bypass in CH
- NC 86 widening in H'boro

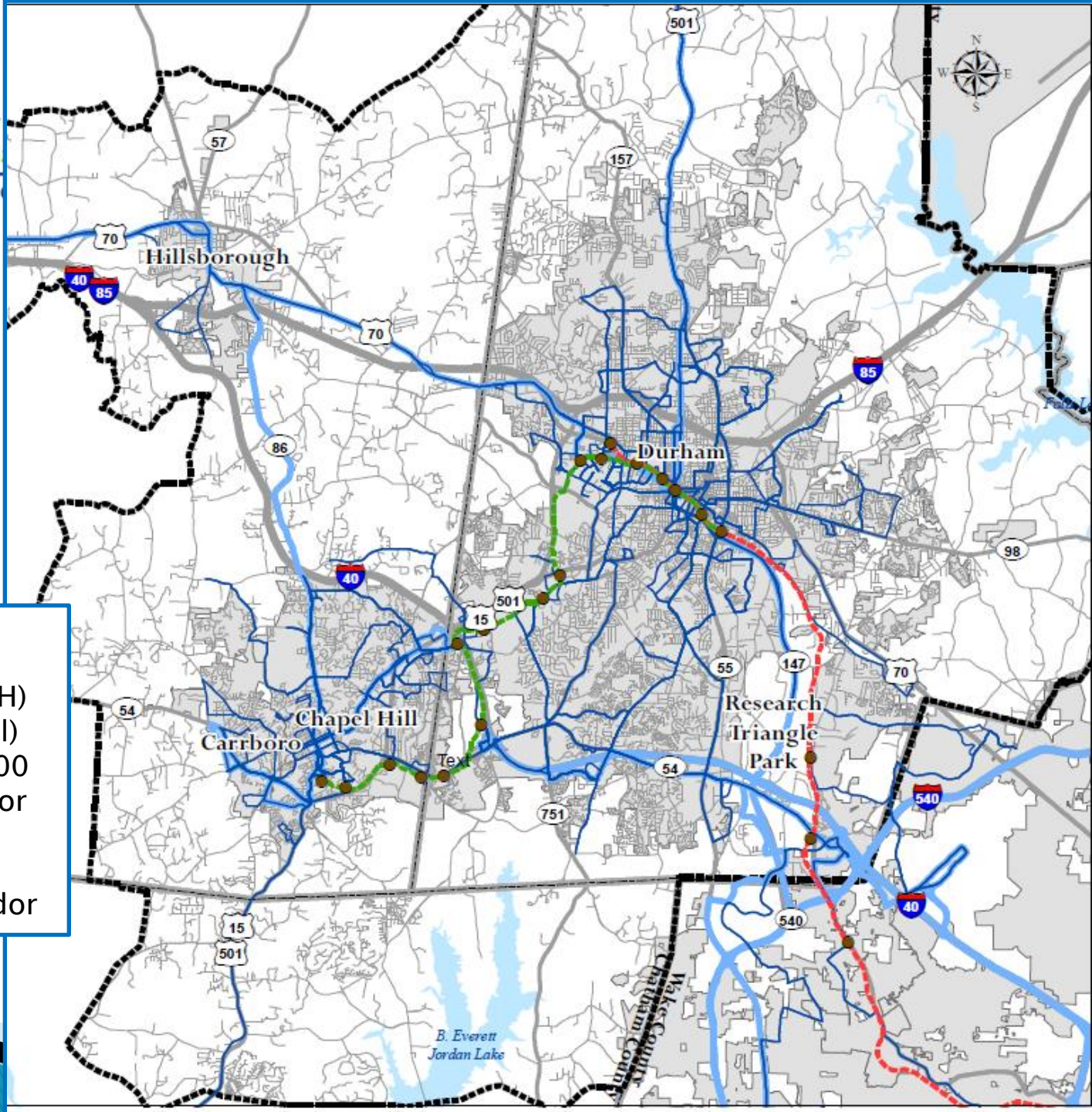


Transit Services

2040 MTP

Bus and Rail Plans:

- Existing bus services
- Light Rail Transit (Dur-CH)
- Regional Transit (Dur-Ral)
- Bus improvements: 77,000 and 34,650 annual hours for Durham and Orange
- Bus rapid transit in Durham/US 15-501 corridor



Financial Plan

	(\$ in millions)	
Transportation Mode	Total	Percent
Roadways	\$ 2,246	30%
Roadway Maintenance	\$ 991	13%
Bicycle and Pedestrian	\$ 180	2%
Intelligent Transportation Systems, etc.	\$ 123	2%
Existing Transit Services	\$ 1,375	18%
Expanded Transit Services	\$ 2,687	35%
Total	7,602	

Almost 1 / 3 of roadway expenses are for maintenance.

Stand alone bicycle and pedestrian facilities only. Most highway projects include bicycle and pedestrian facilities

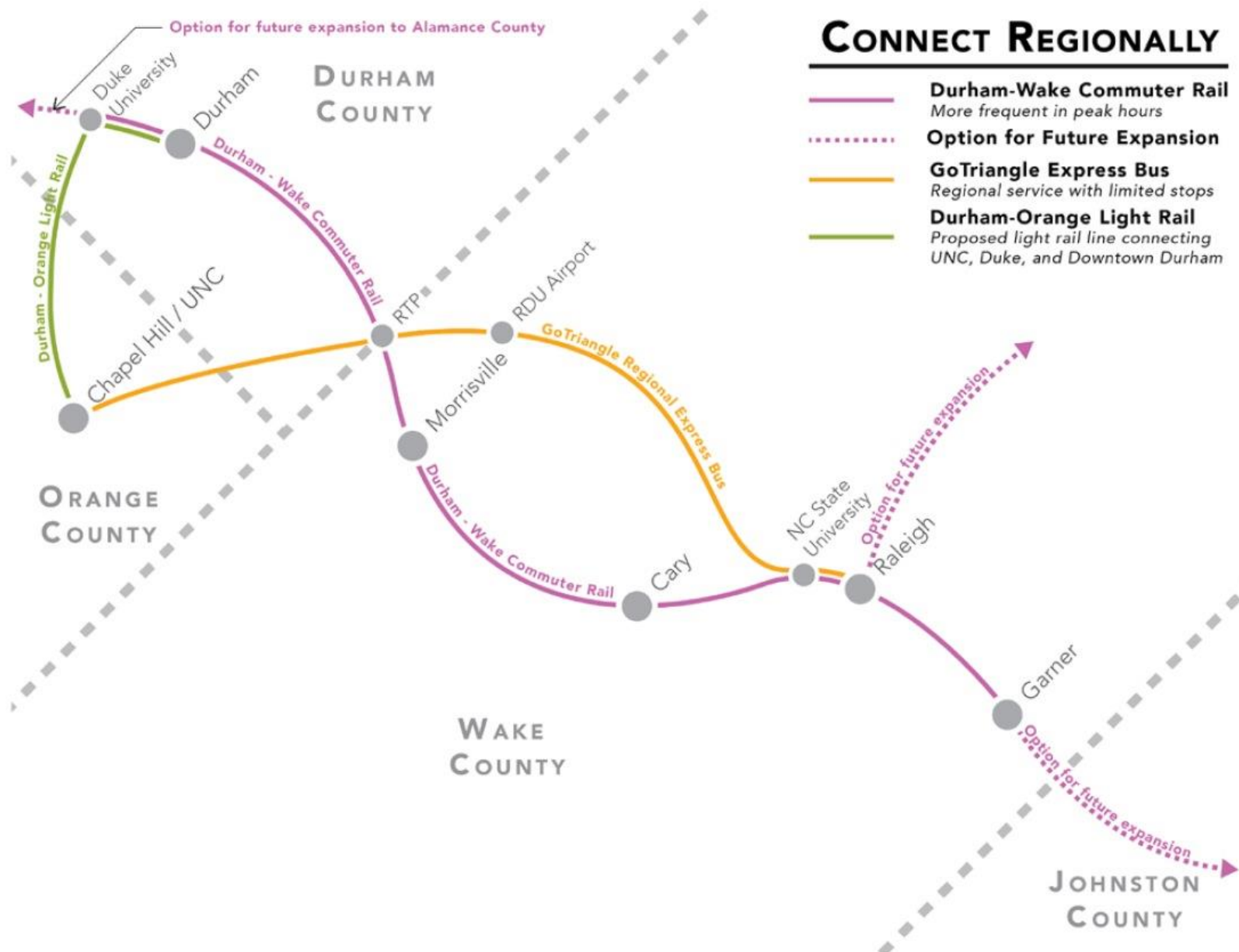
Existing and expanded transit services are 53% of total costs.

SPOT Prioritization 3.0 Outcome

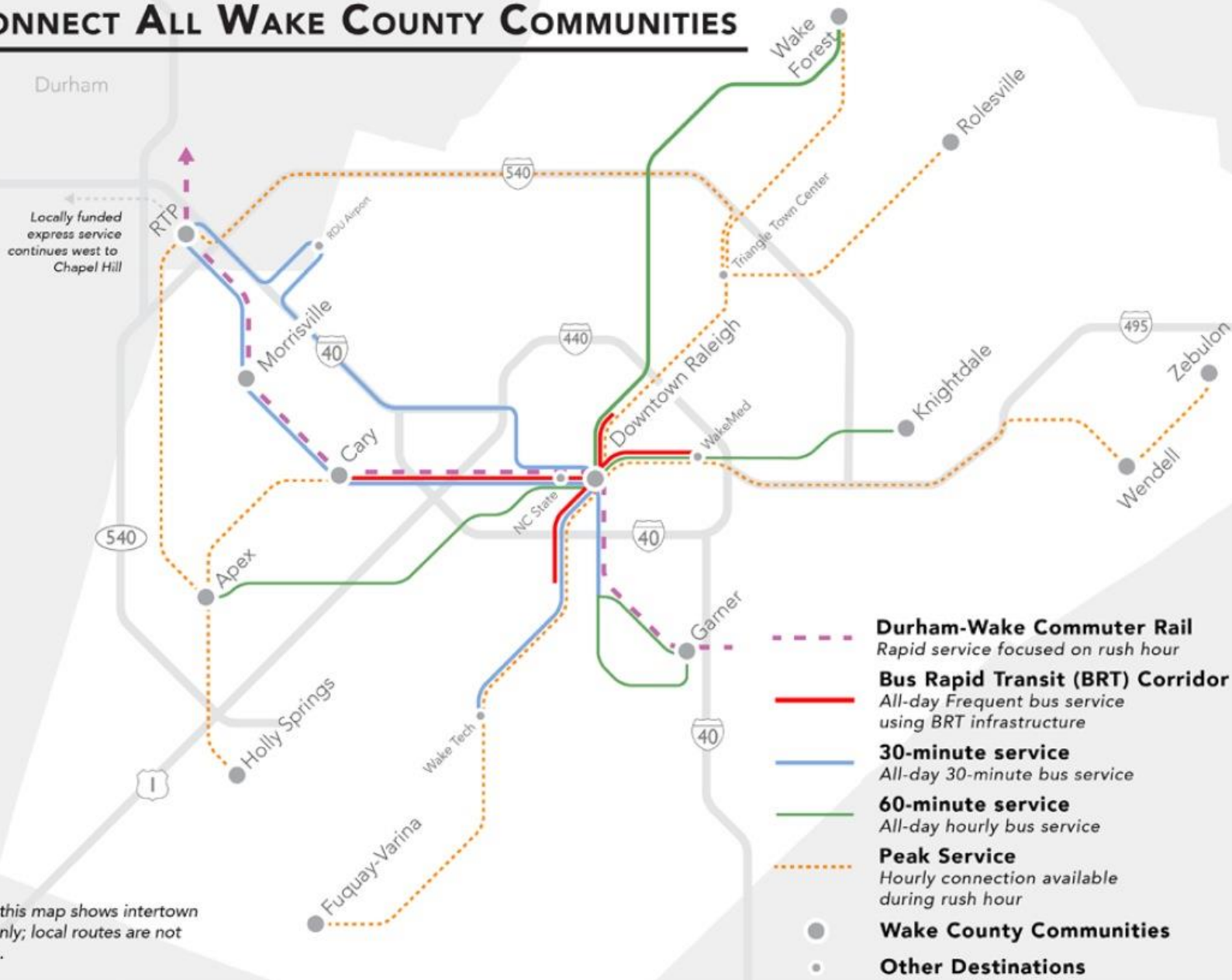
DCHC MPO STI SPOT Prioritization 3.0 Outcome		
Funding Tier	P3.0 Outcome	Percent Funded
Statewide Projects Submitted	\$3,080,941,001	10.2%
Statewide Projects Funded in 2016-2025 STIP/TIP	\$315,759,000	
Regional Projects Submitted	\$1,030,024,510	19.6%
Regional Projects Funded in 2016-2025 STIP/TIP	\$202,112,000	
Division Projects Submitted	\$626,648,752	7.6%
Division Projects Funded in 2016-2025 STIP/TIP	\$47,524,000	

6.6%

\$68,368,000



CONNECT ALL WAKE COUNTY COMMUNITIES



North South Corridor – 7.3 miles
Projected Daily Transit Ridership
 8,600 bus passengers

Green Line:
North-South Corridor
Bus Rapid Transit

Blue Line:
Durham-Orange
Light Rail Transit

3 of top 10 Employers in NC* located along 17-mile Durham-Orange Light Rail Transit corridor:

- Duke University (#1)
- UNC-Chapel Hill (#4)
- UNC Health Care System (#9)

Projected 2040 Daily Transit Ridership
 23,000 on Light Rail plus
 16,000 on Buses connecting to stations

**Employer data for Q2 2014 via NC Commerce*

Greenways and Bicycle Infrastructure Example Projects

NC 280 Multi-Use Path

- Connects Mills River, Fletcher, Henderson County to Brevard, Transylvania County
- Identified in the Blue Ridge Bike Plan
- **\$7,500,000** estimated cost
- Difficult for smaller local governments to provide 20% match to implement

Bent Creek Greenway

- Identified as a priority corridor in the Buncombe County Greenways Master Plan
- Would connect NC Arboretum, Asheville Outlet Mall, Biltmore Park town center, existing parks along the French Broad River
- **\$15,000,000** estimated cost (feasibility study ongoing)



Public Transportation Needs

- Vanpools and express buses to connect regional job centers
- Asheville Downtown Circulator to downtown Asheville and nearby neighborhoods
- Additional Operating Support for existing service



FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

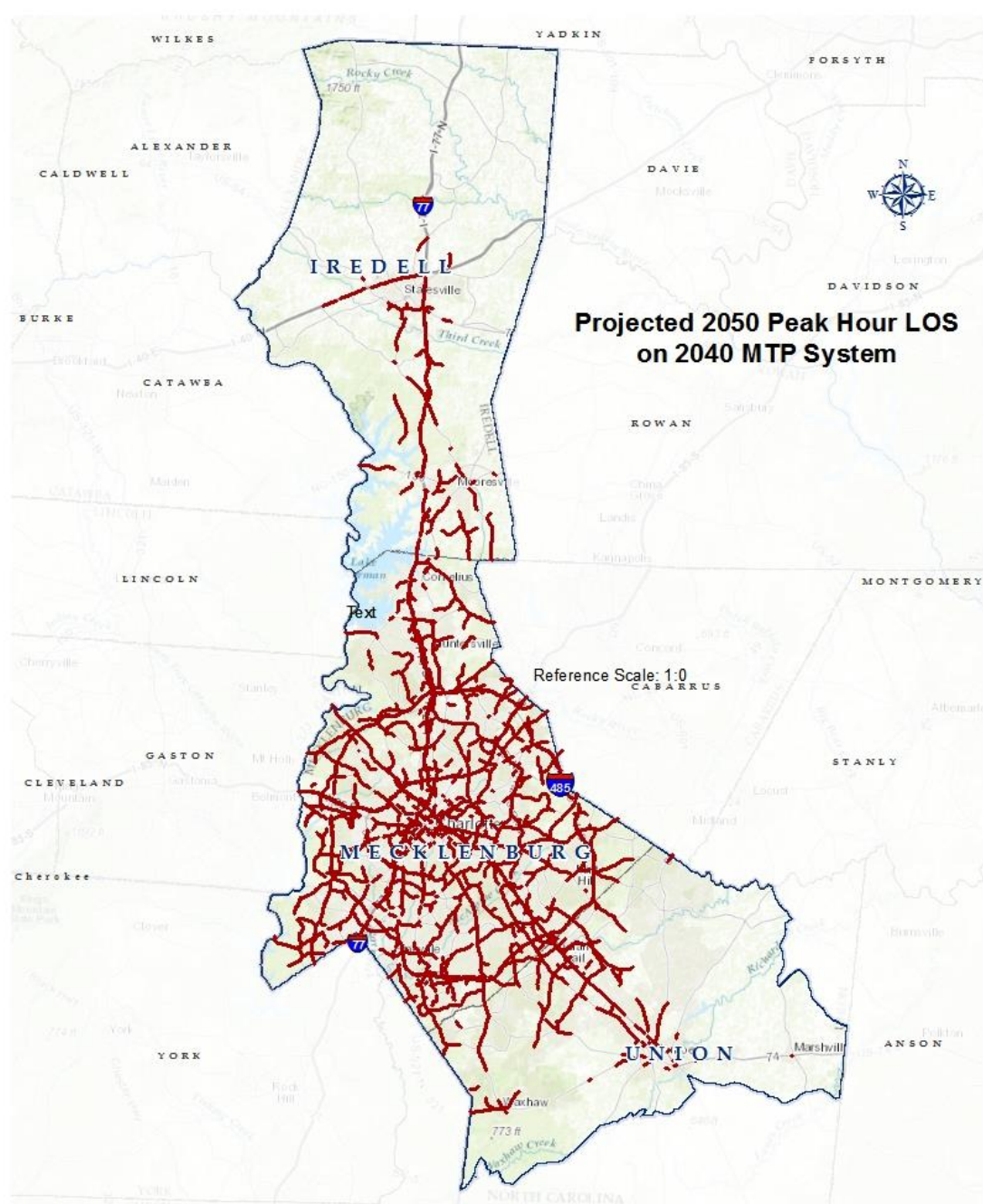
FBRMPO STI SPOT Prioritization 3.0 Outcome

Percent Funded

Statewide Projects Submitted	\$1,115,193,000	
Statewide Projects Funded in 2016-2025 STIP/TIP	\$707,081,000	63.4%
Regional Projects Submitted	\$1,024,366,000	
Regional Projects Funded in 2016-2025 STIP/TIP	\$79,367,000	7.7%
Division Projects Submitted	\$798,337,138	
Division Projects Funded in 2016-2025 STIP/TIP	\$44,098,000	5.5%
Total FBRMPO Project Needs based on STI SPOT 3.0	\$2,937,896,138	
Total Projects Funded in 2016-2025 STIP/TIP	\$830,546,000	28.3%
Unfunded Project Needs	\$2,107,350,138	71.7%



- Investments along the I-26 Corridor will account for \$640 million over the next 10 years
- \$2.1 billion in unfunded project needs
- Over 90% of Regional and Division level projects unfunded



Legend

- 2050 Peak Hour LOS E or F*
- CRTPO Boundary

*LOS is based on FDOT 2012/2013 2-way, peak hour LOS for Urbanized Areas (Table 4); PHF of 0.097 (interstates & freeways) & 0.095 (all other classifications) was applied to the daily modeled volumes

2040 Metropolitan Transportation Plan (adopted April 2014)

- 268 candidate projects submitted
- 84 included in financially-constrained plan

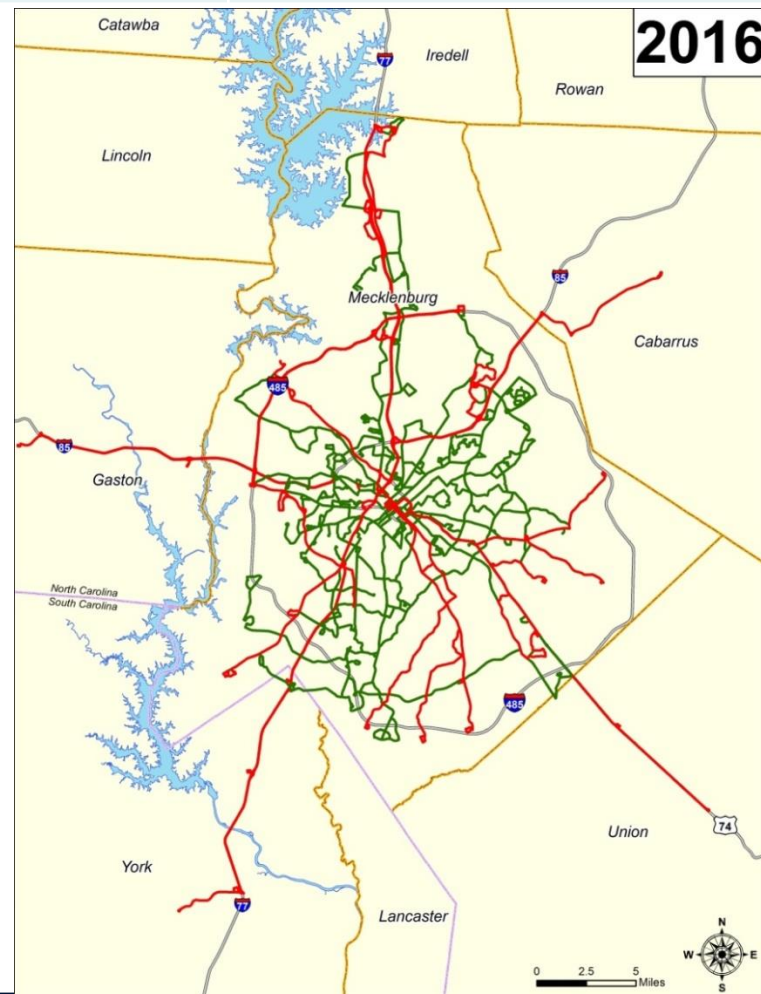
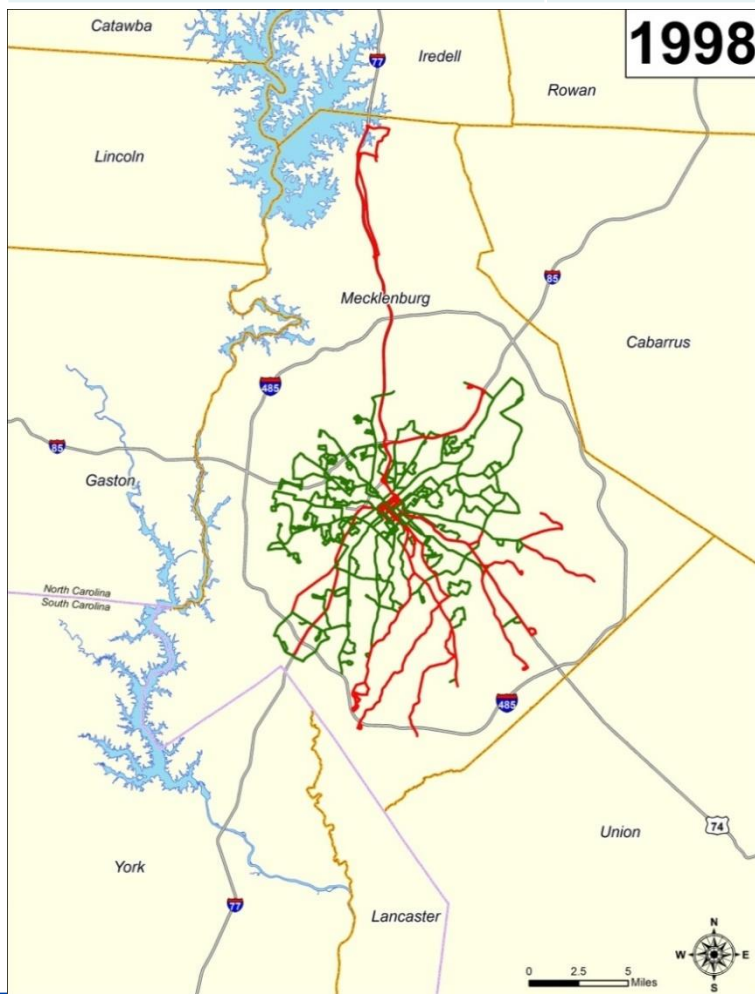
CRTPO Roadway Projects	Amount
Estimated Candidate Project Cost	\$7,498,544,000
Anticipated Revenue	\$5,648,000,000
Shortfall	\$1,850,544,000

Bicycle & Pedestrian Projects Prioritization 3.0 Submitted vs. Funded

	# of Projects Submitted	Cost to NCDOT of Projects Submitted	# of Projects Funded	Cost to NCDOT of Projects Funded	Shortfall
P3.0	26	\$27,679,528	2	\$1,329,285	\$26,350,243

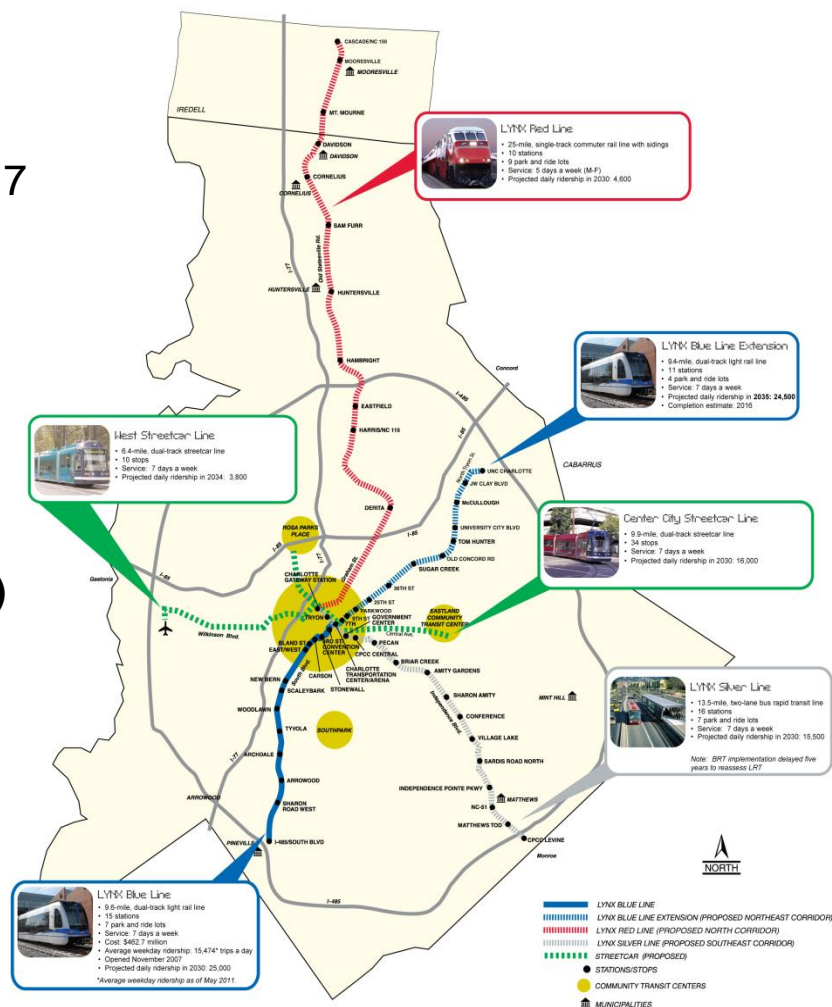
Investing in a Vision

	1998	2016
Bus Ridership	11,819,759	18,790,836



- **LYNX Blue Line (Light Rail)**
 - State funded 24% of construction costs
 - 4,818,453 million riders (FY 2016)
- **Blue Line Extension (Light Rail)**
 - State funding 25% of construction costs
 - Construction underway – Opening August 2017
- **Red Line (Commuter Rail)**
 - Funding & technical Issues to be resolved
- **North Corridor (Premium Bus Service)**
 - Under study
- **CityLYNX Gold Line (Modern Streetcar)**
 - Phase 1 – 459,819 riders in first year
 - Phase 2 – Opening late 2019
- **West Corridor (Sprinter Enhanced Bus Service)**
 - Serves Airport
 - Convert to Modern Streetcar in future
- **Silver Line**
 - Mode recommendation to MTC in late 2016
- **Gateway Station**
 - Hub for intercity/local rail and bus service
 - TIGER grant (tracks, structures and signals)
 - USDOT / NCDOT / City are project partners

2030 Transit System Plan



Local Funding Options Limited

- Property Tax
- Powell Bill
- Bonds
- Tolling
- Vehicle Tax
- Local Option Sales Tax

All The Above Strategy

- Metro Mayors Coalition has a long history of supporting the State making all funding options available and allowing the region to then choose the appropriate mix.
- We have historically supported the expanded use of tolling on new capacity, new regional and/or local revenue options, increasing existing transportation related fees, expanded use of public/private partnerships and executing a comprehensive, in-depth study of the vehicle miles traveled revenue model.

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